

## II. Listing of Claims

Please amend the claims as follows:

1. (Currently Amended) A safety arrangement incorporating a seat-belt (3) to protect an occupant (2) of a vehicle seat (1), of the type wherein the seat-belt is part of a restraining system to restrain the occupant in a collision situation, the safety arrangement incorporating comprising a unit (11) to create an output signal representative of the weight of the seat occupant, ~~characterised in that said the~~ unit is configured to create producing the output signal in response to a first input signal (F) which is a function of a force applied to the seat-belt by the occupant in a collision (3), and a second input signal (a<sub>c</sub>) which is a function of the acceleration ~~applied to~~ of the seat (1) in the collision, the restraining system being controllable in response to the output signal to adjust the restraining force applied to the occupant.
2. Cancelled.
3. Cancelled.
4. (Currently Amended) A safety arrangement according to ~~Claim 2 or Claim 3~~ Claim 1 wherein the seat-belt (3) is associated with an adjustable belt force limiter (5) which is adjustable to effect affect ~~said adjustment of~~ the restraining force applied to the seat occupant (2).

5. (Currently Amended) A safety arrangement according to ~~any one of Claims 2 to 4~~ Claim 1 wherein the restraining system includes a controllable air-bag (8) controlled in response to ~~said~~ the output signal to adjust the restraining force applied to the seat occupant ~~(2)~~.

6. (Currently Amended) A safety arrangement according to Claim 5 wherein the controllable air-bag (8) has a controllable gas generator (9) to adjust the inflation characteristic of the air-bag.

7. (Currently Amended) A safety arrangement according to Claim 5 ~~or 6~~ wherein the air-bag (8) has controllable adjustable ventilation (10) to adjust the restraining force applied to the ~~seat~~ occupant ~~(2)~~.

8. (Currently Amended) A safety arrangement according to ~~any one of Claims 2 to 7~~ Claim 1 wherein the restraining system includes a controllable device (40) controlled in response to ~~said~~ the output signal for controllably resisting forward movement of ~~a vehicle~~ the seat ~~(1)~~.

9. (Currently Amended) A safety arrangement according to ~~any one of Claims 2 to 8~~ Claim 1 wherein the restraining system includes a controllable knee-pad (41) controlled in response to ~~said~~ the output signal for controllably resisting forward movement of the knees of ~~a~~ the seat occupant ~~(2)~~.

10. (Currently Amended) A safety arrangement according to ~~any one of Claims 2 to 9~~ Claim 1 incorporating a control unit responsive to ~~said~~ the output signal, the

control unit (19) being configured to adjust the restraining force applied to the seat occupant (2) so that the restraining force increases with an increase of the force applied to the seat-belt (3) ~~for a predetermined acceleration~~ by the occupant in a collision.

11. (Currently Amended) A safety arrangement according to Claim 10 wherein the control unit (19) is configured to adjust the restraining force by controlling the level of the restraining force to have one of a plurality of predetermined values.

12. (Currently Amended) A safety arrangement according to Claim 11 wherein the control unit (19) selects ~~the~~ a time at which the level of the restraining force is changed from one predetermined value to another of the ~~predetermined value~~ values.

13. (Currently Amended) A safety arrangement according to ~~any one of Claims 2 to 12~~ Claim 1 wherein the arrangement incorporates a control unit (19) to adjust the restraining force in dependence upon a crash severity signal representing ~~crash the~~ severity of the collision.

14. (Currently Amended) A safety arrangement according to Claim 13 wherein the safety arrangement incorporates an accelerometer (15) mounted in the front of the vehicle to provide said the crash severity ~~signal representing crash severity.~~

15. (Currently Amended) A safety arrangement according to Claim 13 wherein the safety arrangement incorporates a sensor (38) to sense, in advance of a

collision, a potential accident and to provide ~~said~~ the crash severity signal ~~representing crash severity~~.

16. (Currently Amended) A safety arrangement according to Claim 15 wherein ~~said~~ the sensor (38) comprises a Doppler radar sensor.

17. (Currently Amended) A safety arrangement according to ~~any one of the preceding Claims~~ Claim 1 wherein the output signal is mainly proportional to the first input signal and inversely proportional to the second input signal.

18. (Currently Amended) A safety arrangement according to ~~any one of the preceding Claims~~ Claim 1 wherein the second input signal is processed by being passed through a low pass filter.

19. (Currently Amended) A safety arrangement according to ~~any one of Claims 1 to 17~~ Claim 1 wherein the second input signal is processed by being integrated (37) over a period of time, the value of ~~the integral~~ such integration being divided by a value proportional to the length of the period of time.

20. (Currently Amended) A safety arrangement according to ~~any one of the preceding Claims~~ Claim 1 wherein the said unit which ~~creates the output signal~~ additionally responds to a third input signal which is a function related to the speed of the seat-belt (3) withdrawn from a retractor to which the seat-belt is connected.

21. (Original) A safety arrangement according to Claim 20 wherein the signal related ( $L^n$ ) to the seat-belt is indicative of belt acceleration ( $L^n$ ).

22. (Currently Amended) A safety arrangement according to ~~any one of the preceding Claims~~ Claim 1 wherein the unit ~~to create the output signal~~ is configured to generate the output signal in dependence upon whether the first input signal indicates that the force applied to the seat-belt (3) has exceeded a predetermined force threshold value, and in dependence upon whether the second input signal indicates that the acceleration has a predetermined value relative to at least one predetermined acceleration threshold value.

23. (Currently Amended) A safety arrangement according to ~~Claim 22~~ Claim 1 wherein the output signal is generated in dependence upon whether the second input signal indicates that the acceleration is above a first relatively high acceleration threshold value, between the first relatively high acceleration threshold value and a second relatively low acceleration threshold value, or beneath the relatively low acceleration threshold value.

24. (Currently Amended) A safety arrangement according to ~~any one of Claims 1 to 20~~ Claim 1 wherein the unit ~~to create the output signal~~ is configured to generate the output signal in dependence upon whether the second input signal has reached a first acceleration predetermined value, and in dependence upon whether the first input signal indicates that the force applied to the seat-belt is above or below a predetermined force value.

25. (Currently Amended) A safety arrangement according to ~~Claim 24~~ Claim 1 wherein the output signal is generated in dependence upon whether the first input signal exceeds a first relatively high force threshold, is between a first relatively high threshold and a second relatively low threshold, or is beneath the relatively low threshold.

26. (Currently Amended) A safety arrangement according to ~~any one of the preceding Claims~~ Claim 1 incorporating a sensor to sense a force applied to a seat-belt and to generate the first input signal.

27. (Currently Amended) A safety arrangement according to Claim 26 wherein the sensor to sense a force applied to the seat-belt senses motion of a retractor spool on which part of the seat-belt is wound on.